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New Advertisements will be found on page 4.

CHAMPAGNE.

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BRUT NATUREL 1893.
DRY MARQUETTERIE 1893.
Sample bottles may be obtained.

SOLE AGENTS—

A. S. WATSON & CO., LIMITED,

HONGKONG DISPENSARY.

CUTLER, PALMER AND CO.

WINE SHIPPERS SINCE 1815,
Who have consigned their Brands to Hongkong
for over half a century.
Apply to G. C. ANDERSON,
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SQUARE BOTTLE WHISKY

The sale of this good Scotch increases month
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CUTLER, PALMER & CO.'S SELECTION.
Sole Agents for—
LANE, CRAWFORD & CO.
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JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.

This World-renowned
Fine Old HIGHLAND WHISKY is shipped
by CUTLER, PALMER & CO., and
are obtainable in Hongkong of
G. C. ANDERSON,
No. 13, Praya Central.
Hongkong, 28th July, 1897.

CUTLER, PALMER
& CO.'S

Price \$10.75 PER DOZEN

Net

Blend
of Selected
Distillations of the
Finest Scotch Whiskies

Apply to
SIEMSEN & CO. Hongkong.

HONGKONG HIGH-LEVEL TEAM-
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WEEK DAYS.
7.30 a.m. to 8.30 a.m. Every quarter of an hour
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Extra Night cars at 11.30 and 11.45 p.m.
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SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st May 1899.

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THE pleasure of cycling consists in having
a first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and we also supply fitting of every description.
Repairs can be had in second hand Machines.
Repairs executed with promptitude and skill.
Enamelling a specialty.

MCKIRDY & CO.

43 & 43A, QUEEN'S ROAD EAST.
Hongkong, 3rd November, 1899.

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Established 1719.

CHAMPAGNE GROWERS AND

SHIPPERS.

Ship only the Finest Quality

Extra Dry (Green Seal)

LAUTS, WEGENER & CO.

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Hongkong, 17th May 1898.

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PORTLAND CEMENT.

\$5.00 per Cask of 37½ lbs. net ex Factory.

\$3.00 per Cask of 250 lbs.

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General Managers.

Hongkong, 2nd July, 1900.

MANILA CIGARS.

ALWAYS ON HAND THE BEST MARK

FROM
"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES
J. M. DE ZUNIGA,
No. 9, QUEEN'S ROAD CENTRAL
Entrance: ICE HOUSE STREET (New Victoria Hotel).

SCHLITZ WORLD FAMED BEER

IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.

TONIC AND REFRESHING.

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WATKINS, LIMITED,

CHEMISTS, AERATED WATER MANUFACTURERS, AND

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A SPARKLING MINERAL TABLE WATER.

MADE FROM PURE TREBLE DISTILLED WATER, ENTIRELY
FREE FROM ANY INJURIOUS MINERALS OR ORGANIC
MATTER, AND MIXES FREELY WITH WINES OR SPIRITS
WITHOUT IN ANY WAY ALTERING THE FLAVOUR OR
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COTTAM & CO.

NEW AUTUMN GOODS.

AMERICAN BOOTS AND SHOES.
WOOLLEN UNDERWEAR.
HATS, SHIRTS AND EVENING GEAR.

LANE, CRAWFORD & CO.

(TAILORING DEPARTMENT).

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LATEST LONDON FASHIONS.
NEWEST & BEST MATERIALS.

DRESS SUITS from \$65.
TWEED LOUNGE SUITS from 35.
NOBOLK JACKET SUITS from 35.
SCOTCH TWEED ULSTERS, for Travelling, from 50.

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DEVELOPING AND PRINTING UNDERTAKEN.

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17A, QUEEN'S ROAD, HONGKONG.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned—

SUPERB OLD COGNAC,

\$22.50 PER DOZ.

Another FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY—

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS, THEY ARE UNEQUALLED AT THE PRICE.

AGENTS—SIEMSEN & CO., HONGKONG.

C. P. & Co.'s INVALIDS' PORT

\$20 PER DOZ.

This fine Wine is old, soft, and of grand flavour.

See analysis and certificate by Professor Cassell.

DOURO PORT,

\$14.25 PER DOZ.

A fine, full, and fruity wine.

AMOROSO SHERRY,

\$20 PER DOZ.

LA TORRE SHERRY,

\$16.75 PER DOZ.

A natural and most pleasant wine to the taste.

BENEDICTINE LIQUEUR—

D.O.M.,

\$39.75 PER DOZ.

For terms, etc., apply to

LAPRAIX, CASS & CO.

Amoy, 10th October, 1900.

PARIS EXHIBITION, 1900.

THE GRAND PRIZE

(HIGHEST AWARD) FOR SCOTCH WHISKY HAS BEEN AWARDED TO

JOHN DEWAR & SONS, LTD.

SOLE AGENTS—

H. PRICE & CO.,

12, QUEEN'S ROAD.

THE ROYAL PIANOS.

TWO OF THIS FAMOUS AMERICAN MAKE AT A SPECIALLY LOW PRICE

TO INTRODUCE

RACHALS' PIANOS, "THE EVERLASTING," SIX MORE UNPACKING

SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS OF ALL THE

FAMOUS MAKERS.

AMERICAN, ENGLISH AND GERMAN.

EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH

BY THE MAKERS AND OURSELVES.

THE ROBINSON PIANO CO., LD.

2199a

THE VICTORIA DISPENSARY,

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AERATED WATERS.

SIMPLE AERATED WATER.

LEMONADE.

SARSAPARILLA.

TONIC WATER.

SODA WATER.

GINGER ALE.

RASPBERRYADE.

LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers

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UNITED ASBESTOS ORIENTAL

AGENCY (LIMITED).

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE

UNITED ASBESTOS COMPANY, LTD., LONDON.

CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c.,

"GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the

best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum or

Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR

METALLIC" BOILER JOINTS as SUPPLIED to H. M. and other FOREIGN NAVIES.

ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used exten-

sively by the British and American Navies. ASBESTOS FIREPROOF COLOUR, and

FINISH PAINT "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities.

"CAURICEDALE METAL" Anti-friction Plastic Metal, recognized by engineering experts

to be the best Metal in the Market.

ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.

Chief Superintendent THOMAS SKINNER.

Superintendent DODWELL & CO., LIMITED, General Managers

37a

CHAMPAGNE "MONOPOLE."

HEIDSIECK & CO., REIMS.

PURVEYORS to

THE IMPERIAL and ROYAL COURT at BERLIN.

THE IMPERIAL ROYAL COURT of AUSTRIA.

THE IMPERIAL COURT of RUSSIA.

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CARLOWITZ & CO., Sole Agents.

W. BREWER & CO.

NEW STOCK.

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MAIL.

NEW BOOKS AND NEW EDITIONS.

The Master Christian, by Marie Corelli ... \$1.50

The Love that Lasts, by Florence Warde ... 1.50

The Scarlet City, by "Potts" and

"Sweats" ... 1.50

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ling, S. R. Crockett, Sir Walter

Besant, and others. Edited by C. J.

Cutcliffe-Hyde ... 1.50

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Besant ... 1.50

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Oliver Dixon, 16th Lancers ... 2.25

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ing Formulae ... 3.50

Bangkok Bar Tide Table, by Capt. J. A.

Morris ... 2.00

390a

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German Firm.

Apply to—

X. X. X.

Care of Office of this Paper.

Hongkong, 29th October, 1900. [2760]

WANTED.

A TRAINED SPORTING DOG.

Apply to—

X.

Care of Office of this Paper.

Hongkong, 27th October, 1900. [2749]

LOONG FI HORSE REPOSITORY.

SITUATED at No. 2A, MATTHEWSON

STREET, Wong-nai-cheung, near No. 1

Police Station, and three minutes' drive from

Windsor Garden and Restaurant. CAR-

RIAGES for HIRE at Cheap Rates.

Hongkong, 22nd October, 1900. [2824]

NOTICE.

STEAMERS calling at Amoy can be supplied

with the highest class of JAPANESE

BUNKER COAL.

For terms, etc., apply to

LAPRAIX, CASS & CO.

Amoy, 10th October, 1900. [2886]

FOOTBALLS, TENNIS RACKETS, and

BALLS, CRICKET BATS, BALLS, LEG

GUARDS, BATTING and WICKET.

KEEPING GLOVES.

CHILDREN'S TOYS.

CIGARS, TOBACCO, CIGARETTES.

BEAR PAPES (Large Variety), &c.

23 & 25, Queen's Road, Hongkong. [31]

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HOTELS

WINDSOR GARDEN & RESTAURANT.

A PLEASANT 15 minutes' drive from town

will bring Visitors to above, which over-

looks Happy Valley, and commands a magnifi-

cent view of the surrounding Hills and Race

Course. Unsurpassed situation, in a quiet and

healthy locality. Can be overlooked from the

Dowry Road, from which Visitors may either

walk down or ride by chair. Tennis, Croquet,

&c. [2823]

KOWLOON HOTEL.

THIS HOTEL is situated in a quiet

locality, away from the din and distur-

bance of the City, and surrounded by a delig-

htful Garden. It is an ideal place of Residence.

The building stands on an eminence, giving a

magnificent view of the Harbour and the

City of Victoria. It is within easy access of

the Kowloon Wharves, where the principal

Mail Steamers disembark Passengers, and from

which there is a regular ferry service to Hong-

kong.

Bowling Alleys and Billiards.

The Cuisine is Excellent.

J. W. OSBORNE, J. H. DOWNS.

Proprietors, Manager.

Hongkong, 8th September, 1900. [2378]

2378

Arrivals, Departures and other Shipping

Intelligence will be found on pages 5, 6 and 7

INTIMATION.

GOLD MEDAL PARIS 1878 1889.

of Highest Quality

and having Greatest

INTIMATIONS.

BROWN, JONES & CO.
MONUMENTAL SCULPTORS.
AMERICAN MARBLE.
ITALIAN MARBLE.
HONGKONG GRANITE.
Designs and Prices on application.
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED 1841.

WINE AND SPIRIT MERCHANTS.

TO CONNOISSEURS.

Wines bottled by ourselves are selected by experts from the finest vintages, and are of unsurpassed quality. Having been established in Hongkong SIXTY YEARS, our knowledge of local conditions has enabled us to maintain and improve the prime quality of the Wine.

In addition however to Wines of our own bottling, we have recently imported large stocks of

PORT & SHERRY

from the famous house of

GEO. G. SANDEMAN, SONS & CO.,

OF LONDON, Oporto & Xeres,

the name of which firm is the

HALL-MARK AND GUARANTEE OF EXCELLENCE.

Sample bottles may be obtained.

A. S. WATSON & CO.
LIMITED,
HONGKONG DISPENSARY.

DEATH.
At the Civil Hospital, on the 31st October, Nils Nielsen, late Chief Engineer C.M.S.N. Co.'s steamer *Kiang Tung*, aged 34 years.
Funeral will pass the Monument at 4.45 p.m. to-day.

The Daily Press.

HONGKONG OFFICE: 14, DES VEXES ROAD CL.
LONDON OFFICE: 181, FLEET STREET, E.C.

Hongkong, November 2nd, 1900

REUTERS'S telegram relating the return of the City Imperial Volunteers to London and their march to the City on the 29th ult. gives information of an outbreak of "Boxer" enthusiasm in the metropolis which is humiliating to read. The way in which the ruffians of the great city took advantage of the patriotic demonstration to display their savagery is hardly to be described adequately by the epithet "scandalous." It is inconceivable what reason there should be that mobs of rowdies should be able to "terrorise" sightseers and roughly handle women, unchecked, when we know that the streets of London were to have been lined with 24,000 Regulars and Volunteers, in addition to the ordinary presence of the police on all such occasions. No doubt these rowdies were the most prominent of all in the crowd which turned out to welcome the returning citizen soldiers. We can easily imagine their wordy loyalty and their denunciations of KROGER—or "KROOGER," as they prefer to call him. This is the scum which unfortunately comes over to the top at the time of great national feeling. We called them "Boxers" just now. It is to be feared that the Boxer is, if anything, a truer patriot than these gentlemen, who resist with thorough success the influences of civilisation. It is an old but still unanswered problem why it is that of all mobs the "civilised" mob is the worst. For it must be said that England has no monopoly of this disease. France at the time of the Dreyfus affair was a striking case, and all European countries and the United States of America from time to time suffer from the same. Perhaps Germany and Russia are less frequently visited by it, and for this they pay a heavy price in the restrictions under which their peoples live. The writer who elects to be known by the name

of "Ouida" says in one of her recently published *Critical Studies*: "The fact is the entire epitome, the complete blossom and fruit in what we are told is an age of culture." This, of course, is exaggerated and unjust, but some how we irresistibly reminded of the sentence at the present moment.

It is after the occurrence of such scenes as that which marked the march of the City Imperial Volunteers through London that those who scoff at modern civilisation get the opportunity of airing their views, to the temporary discomfort of their opponents. But their triumph, of course, is very superficial. Every picture must have its reverse, and one can prove nothing, by turning its face to the wall and pointing out what a total failure the back is as an example of art, except that one is an incompetent critic. But at the same time it must be admitted that the scoffers have some ground to go upon, that the critic has done some good by pointing out the defects on the back of the picture. We do not spend enough time in considering how the civilisation which we are so anxious to ram down the throats of uncivilised or differently civilised peoples may be made to penetrate more deeply into the natures of our own people. It is an argument which has very often been brought against foreign missions, and to which the missionaries find so many (to themselves) incontrovertible replies, that the great drain on the liberality of the public for the upkeep of missions to the heathen checks the progress of work at home and that the consequence is that from time to time we get a striking example of what ignorance and savagery we tolerate in our own countries while we go about the world insisting on other races recognising how much better they would be, were they like us. Unfortunately for this scheme of bringing the whole world up to the Western standard, those of the other races who have a real acquaintance with our civilisation see the defects as well as the advantages and therefore are not so enthusiastic as their would-be benefactors.

No fresh plague cases or deaths occurred during the 24 hours ending at noon yesterday.

On Wednesday night the British transport *Nowshera* left for Calcutta. Yesterday the *Mombassa* left for Bombay.

Inspector McNab yesterday afternoon raided a gambling den in the Chinese quarters, and made twenty-four arrests. The men, who were caught red-handed, will be brought up at the Police Court to-day.

Mr. Hazeland yesterday concluded the enquiry into the circumstances attending the deaths of Han Chan, 30, a married woman, and Li Yit Yan, a girl of 13, who were killed by the collapse of kitchens in Hollywood Road on 23rd September. Mr. Hazeland found that both accidentally met their deaths by misfortune, and owing to the conflicting nature of the evidence no one could be blamed.

We received yesterday morning from the U.S. Consulate General the following two typhoon warnings. The first, issued from Manila Observatory at 1 a.m., states:—"The typhoon in the Pacific, probably E.S.E. of Manila, seems approaching South Luzon." The second, dated Manila Observatory 10 a.m., says:—"The typhoon towards S.E. of Manila, between 13th and 14th parallels, is moving quickly to West or W.N.W." Yesterday evening we received the following further warning, dated Manila Observatory, 4.30 p.m.:—"The typhoon has crossed South Manila, moving probably Westward."

On Wednesday a semi-official inauguration and trial was held of the dredger which recently arrived in Hongkong for the Admiralty Dock works. Commodore Powell and the principal Naval Yard Officials, the staff of the Admiralty Works Loan Department, the Contractors and staff, Mr. Cook of the Dock Co., Surveyor to Lloyds, and other gentlemen connected with this important work were present. The vessel, which has been re-named the *Canton River*, is a very good example of the most recent practice in dredger building, and her builders, the well-known firm of Fleming and Ferguson of Paisley, place her in their advertisements in engineering papers as the sample of their work. She was fitted out for sea by this firm and completed her voyage from the Clyde to Hongkong in 61 days' actual steaming time, arriving in perfect condition. The trial on Wednesday consisted in showing the method of working all the various parts of the apparatus. Dredging was carried on for 15 or 20 minutes and 150 tons put into the hoppers, which have a capacity of 750 tons, the traversing ladder gear, which enables dredging to be done so that the boat can cut her own flotation, was run out and the numerous engines for lifting and lowering the ladder, the powerful winches, the gear for manipulating the hopper doors, etc., were all operated. After dredging, the vessel proceeded to the dumping ground outside Green Island which has been selected by the Acting Harbour Master, the Hon. Basil Taylor, who took part in the trial. The *Canton River* is a twin screw vessel with a speed of 9 knots and fills her hoppers, which contain 750 tons in 45 minutes, the materials being lifted from a depth of 40 ft. under water. Commodore Powell proposed success to the vessel and the works, which was acknowledged by Mr. J. L. Houston. Altogether the trial was very satisfactory, and the *Canton River* should be an important accession to the deep dredging resources of the East.—*Contributed.*

The English Mail of the 29th September was delivered in London on the 29th ult.

We see from the List of Stamps sent us by the Hongkong Post Office that the new stamps this year are as follows:—2 cents Green, 4 cents Red, 5 cents Yellow, 10 cents Blue, 30 cents Olive Brown.

The N.Y.K. steamer *Awa Maru*, has conveyed to Kobe 3,000 tons of English coal for the Japanese Government. The coal purchased by the Japanese Government in England amounts to 60,000 tons and it is to be shipped by N.Y.K. steamers.

The U.S. transport *Thomas* arrived in Manila Harbour on the 25th ultimo with 1,852 passengers, among whom were Gen. James M. Bell and Mrs. Bell, and Gen. W. T. Bennett, of the National Red Cross. She brought across 923 sacks of mail matter.

The Chamber of Commerce at Manila has requested the Chamber of Commerce at San Francisco to send price lists, catalogues and other information with a view of establishing new commercial relations between the Philippines and San Francisco.

John Rogers, paymaster's clerk with Major Schofield in China, died recently in China. Mr. Rogers was formerly of the Utah Artillery, states a Manila paper, a brave soldier and popular gentleman. Many friends mourn his death. The deceased leaves relatives in Utah.

The new steamer *Hai Hange* which had been built for the Quartermaster's department at Manila arrived in Manila Harbour last Saturday after a capital passage from Hongkong. She is a fine large boat, a Manila paper says, about the size of the *Omaha*, possibly a little larger, but with her three cabin shafts the wheel-house she has a very fine appearance.

The *Japan Gazette* reports that the completion of the framework of the "Haiden" of the Yasukuni Shrine, Tokyo, which is dedicated to the worship of the spirits of those who fell fighting for the Emperor's cause in the revolutionary war, during the China war of 1894-95, and in other campaigns, was celebrated on the 17th ult. A large number of naval and military officers and others were present.

There has been an outbreak of food and mouth disease in the important cattle breeding districts of Lopburi and Suraburi, Siam and it has been practically impossible to get any healthy cattle there to bring down to Bangkok for some little time past. The export, to Singapore was therefore practically stopped already for want of supplies, and the s.s. *Bangkok*, which left on the 19th ult., did not take any cattle away. Since then Singapore has declared Bangkok to be an infected port.

The whole of the equipment for the British troops who have as yet proceeded from India to China, says a home paper, has been supplied by the local Government, and the bulk of the material was manufactured in India. The extent to which India is making itself independent of Great Britain for its material of war becomes larger every year, and contracts have even been entered into by Indian factories for covering some of the requirements of the newly-fledged Army Department of Siam.

Penang's municipal estimates for 1901 disclose, as published in the last *Governor's Gazette*, a revenue of \$426,025 (\$91,500 for "rikshas," which will be more than doubled if the tramway ceases running) and a disbursement of \$425,488. The balance of loan of 1899 expended is to be \$150,200, and the works are to be municipal buildings and sea-wall (\$85,900), the long longed-for abattoir (\$88,450), market (\$11,000), and drainage (\$5,000). Public wash-houses do not come in. Singapore's municipal estimates for 1901 place the revenue at \$1239,300 (\$73,000 for "rikshas"), and the payments at \$1,222,500.

The French press announces that in consequence of events in China, public works which the Government intend to execute in Indo-China, the return of Mr. Doumer, the Governor General has been postponed indefinitely. The health of M. Doumer has improved, but he refuses to take the rest which his medical advisers consider necessary. It is also stated that the Minister of the Colonies will propose the Cabinet Council that a special mark of favour should be shown to the Laotian Mission before its departure, and that the second King of Luang Prabang will probably be appointed Commander of the Legion of Honour and his two Minister Chevaliers.

Under the heading of "Misplaced Confidence," the *American*, of Manila, has the following:—"William Woodville Rockhill, United States Special Commissioner to China, seems to have been placed on the diplomatic shelf. When he first arrived in China he committed the indiscretion of talking with a press correspondent with as much freedom as he would have talked with a brother diplomat. Among other things he said in entire confidence was that the anti-foreign movement in China was practically successful, and that if the powers could not agree among themselves they might as well pack up and go home. Mr. Rockhill learned later that a Chinese news-centre was a bad place for confidence. His views, having been sent to the journal the correspondent represented, found their way to the State Department. Being confronted with the question if he had been correctly reported, Mr. Rockhill wriggled out with some wear and tear to his reputation for discretion. The present view of the Chinese situation agrees with that expressed by Mr. Rockhill. It is a safe prediction that the powers which 'pack up and go home' stand on firmer ground than those which remain in China to collect damage."

The *Universal Gazette* states that the newly appointed Viceroy of Szechuan, Wang Chih-chun, gave his presentation to the fact that he recently presented the Court with Tls. 500,000.

The armament of the defenses at Colombo has just been strengthened by consignments of heavy guns from London. The last batch consisted of seven big cannons weighing seven tons each.

A sum of \$13,734.83 has been voted for the construction of a suitable vault for the use of the Treasurer, by the U.S. Philippine Commission, and another sum of \$425 has been set apart for the purchase of a new Market for Manila.

Sergeant Fujii, who was the first man to mount the wall of Tientsin city, when the place was captured by the Allies, returned to Hiroshima on the 18th ult. with his regiment. He has since committed suicide, we learn from Japanese papers, by shooting himself inside the barracks. The tragedy is attributed to a fit of insanity.

A number of energetic business men on the Pacific coast, says the new *American China News*, have formed an association for founding the "Pacific Commercial Museum." This institution will assist in developing commerce with foreign countries, particularly all countries in and around the Pacific and Indian oceans. This is a most praise-worthy purpose, particularly at this time, when, with the end of the Chinese difficulties in sight, an enormous field for American trade presents itself in China; and there is no doubt that with men like President Irving M. Scott, Secretary Baynes Goodwin, Treasurer Isaac Upham, and others of like character in the lead, the new institution is bound to succeed.

The Yokohama General Hospital has just issued its annual report for the past year, and an appeal for 4,000 yen to carry out stated necessary improvements to the institution. It has this pleasant reference to Dr. Munro's labours: "It would be impossible to describe in detail Dr. Munro's work. He at once set about improving the sanitation of the Hospital, and during his engagement a sum of some seven or eight thousand dollars was raised by his efforts for the erection of other wards and an operating room and a ward for the insane, and various appliances, all of which constitute a valuable property to the foreign community. It should always be remembered with gratitude that these and many of his medical services were rendered by Dr. Munro entirely gratuitously."

Lumber firms on Puget Sound have had inquiries from the Russian Government for about thirty million feet of lumber, to be delivered as quickly as possible at Vladivostok. It is said that part of this lumber is for military encampments. The Norwegian steamship *Tyr* under charter to a Vladivostok firm, which is reported to have very close relations with the Russian Government, was last month loading 30,000 barrels of flour, 1,000 cases of firearms and ammunition, and a lot of lumber at Portland, Oregon, for Vladivostok direct. This steamer will be followed by a larger vessel for which a cargo has been selected. The agent of another Vladivostok firm is scouring bids on 5,000 tons of oats and a big lot of lumber, and others who refuse to disclose their identity, but have the proper financial credentials, are securing figures on hay, horses, flour, meats and lumber.

Anent the order given by the Russian Government to the Chicago firm of Armour and Co., to supply six million pounds of beef for the upkeep of the Russian troops in China, a fleet of transports is being organised in San Francisco. The firm has chartered the Argonaut ships of the Alaskan sea, and an option has been asked on every boat in the carrying trade from San Francisco to Seattle. Regarding the difficulty in getting transports and a rumor that the deal is likely to fall through in consequence, a Manila paper says: Every day the Armour company buys enough cattle in the markets of America to fill this Russian order. Where the trouble comes in is getting a fiftieth of cattle-ships big enough to carry 7,000 tonnes on the hoof from San Francisco to the Orient. There are not enough boats to be found on the Pacific coast. To move such a fleet, once it is obtained, with its cargo of 6,000 pounds, across the Pacific Ocean, will be a feat unparalleled even by the "old man of the markets." If it is not accomplished it will be the first time that the greatest trader in the world ever received an order that was too big for him.

YU HSIEH'S SUICIDE.

The report of the suicide of Yu Hsien on the 22nd ult. is confirmed both from German and from Chinese sources. According to the Shanghai *Sun Wen Pao*, he was driven to the act by the loss of his official position, the determination of the foreign nations to compass his destruction, and the evident intention of the Chinese government to inflict punishment upon him. The *Shen Pao* gives a variation of the report, stating that the suicide was accomplished by swallowing gold-lard.

Before his notoriety in connection with the Boxer movement, Yu Hsien, who was a Manchurian, was appointed Judicial Commissioner of Shantung in May, 1899. Financial Commissioner of Human in October, 1898, acting Treasurer General of Nanking in November, 1898, and Governor of Shantung in March, 1899. Here he was implicated in the murder of two German missionaries and on the demand of the German Government he was removed from Shantung, but was soon afterwards appointed Governor of Shanai. His crimes in the latter province are too well known to require recapitulation.

LATEST STEAMER MOVEMENT.

The C.P.R. steamer *Express* of China arrived at Kobe at 9 a.m. on Wednesday, the 31st October, and left again at 3 p.m. same day for Yokohama, where she is due to arrive at 5 p.m. on Thursday, the 1st November.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 1st November, 10.12 p.m.

ALLIES WANT PROOFS OF RE-PORTES SUICIDES.

A native despatch from Peking says that the Allies have demanded the production of Kang-yi's body and of Yu Hsien's head, as proofs of their deaths.

THE DISBANDED TROOPS.

Thousands of disbanded Chinese soldiers are threatening Tientsin.

WHO'S IN THE HAND?

An Imperial Edict stopping the guilty princes' salaries has been revoked. Prince Chuang who was lately cashiered has now been summoned to Hsianfu.

SHENG REMAINS AT SHANGHAI.

Li Ching-fong, and not Sheng Taotai, has been summoned to Peking.

London, 31st November, 6.20 p.m.

FRANCE AND THE ANGLO-GERMAN AGREEMENT.

France in her reply to Great Britain and Germany says that the Anglo-German Agreement represents the views which she has already expressed.

THE NEW MINISTRY.

London, 31st November, 6.20 p.m.

LORD SALISBURY STILL PREMIER.

The *Daily Telegraph* states that Lord Salisbury will remain as Premier, while Lord Lansdowne will be Foreign Secretary.

REUTERS'S SERVICE.

London, 30th October.

OBITUARY.

The death is announced of Princes Christian Victor at Pretoria of enteric fever.

ARRIVAL OF THE C.I.V. IN LONDON.

The march of the City Imperial Volunteers through London was the occasion of immense enthusiasm, though marred by numerous accidents, owing to the stupendous crowds.

ROWDYISM IN THE STREETS OF LONDON.

Scandalous scenes have occurred in the streets of London in the evenings. Mobs of rowdies have been terrorising sightseers and roughly handling women, unchecked. The papers are full of indignant protests and urge strong measures to prevent the repetition of such occurrences on the return of Lord Roberts and the visit of the Colonials.

INAUGURATION OF THE AUSTRALIAN COMMONWEALTH.

The strength of the home forces at the inauguration of the Australian Commonwealth has been fixed at 1,000, with four guns.

BRITISH SOUTH AFRICA.

General Knox overtook Commandant De Wet on the 27th inst. at Rensburg Drift. The Boers lost considerably, leaving two guns. De Wet escaped in the darkness, which prevented pursuit.

LATE TELEGRAMS.

"OSTARIATISCHES LLOYD" SERVICE.

THE CRISIS.

Tientsin, 26th October. The second battalion of the 4th Infantry Regiment and one battery Field Artillery marched towards Peking. They found on the 24th inst. a camp and large magazines of the Boxers near Wangking, about 15 miles from Tientsin. The place was bombarded with shells and then burnt to the ground. The mandarins were shot. No loss on the German side.

NEWS VIA RANGOON.

THE WAR IN SOUTH AFRICA.

General Buller, speaking at Maritzburg on the occasion of the presentation of a sword of honour to him, defended himself against the criticisms passed on him, and said that when he arrived in Africa he had to face unparalleled difficulties.

The War Office announces an Order wherein the return of the troops from South Africa will depend entirely on military exigencies. Every soldier will be made to repatriate all the soldiers returning to civil life.

A THIBETAN MISSION.

London, 18th October. The Thibetan Mission now at St. Petersburg intends to visit London at all permission to traverse India to China.

THE COTTON CRISIS.

London, 19th October. Lancashire is meeting the end of the cotton trouble. Supplies are increasing and values rapidly declining. A large business was arranged at Liverpool for the delivery of 500,000 bales of cotton to India by sea.

THE TRUTH ABOUT THE KWANGTUNG REBELLION.

ANOTHER VERSION.

In our issue of the 30th ult. we published some "Particulars concerning the Southern Rebellion" furnished to us by a native correspondent. According to the latter, the rebels "aiming at the overthrow of the Manchus as the regeneration of China under a Chinese ruler." All the villages which have been visited by the rebels speak well of the just treatment received at their hands. They neither pillage nor loot; and do not slaughter women and children or burn whole villages as reported of them. In fact, if our correspondent is to be believed, the rebels are an honourable body of men, whose conduct would be a credit to the most civilised and humane troops in the world.

There are, however, two sides to the question and we have gathered from an authoritative source certain particulars which go to show that the rebels are not by a long way all the our native correspondent would have us believe they are.

We are given to understand that the rebellion in the Sun On and Kwai Shin districts was fomented by Sun Yat Sen and his party. The law-abiding population of the Kwangtung province having no sympathy with the movement, the organisers were forced to enlist their cause the pirates, robbers, and miscellaneous rowdies with which the Sun On and Kwai Shin districts abound. For years past the eastern and northern shores of Miao Bay and various villages inland along that coast have been full of smugglers, who have spent their time in surreptitiously importing into China opium, arms, and other contraband. It is well known that the districts are also honey-combed with Triad Societies. It was, therefore, an easy matter to raise in these districts a number of men who were willing to join in the movement to overthrow the Chinese authorities at defiance.

The movement commenced at Sha U Chung, a notorious nest of smugglers, and certain neighbouring villages. The organisers of the rebellion cleverly set out in a proclamation posted at Sha U Chung, which has already appeared in the press, that they would not interfere with the Chinese population, with foreigners—that their quarrel was only with the Manchus. Their actions, however, have not been consistent with this propaganda. The rising was begun by some 200 men from the villages of Sha U Chung, To Young, Peng Shan, Ma Tan Tai, and Sam Chan Tin, led by prominent members of the Triad Society, some of whom have been banished from the colony of Hongkong. This gang, in order to raise funds in support of the movement and for their own purposes, organised a regular system of highway robbery on the road which leads from Sha U Chung to Sam Tan and which is very much frequented by traders and travellers. Their favourite spot for committing these robberies was at a point where the highroad branches from the Samtan road and leads to the market town of Pengshan. These robberies were evidently resorted to because the robbers did not wish to make themselves unpopular with the villagers, whom they refrained from despoiling. They seem to have thought that nobody would mind their robbing travellers of their belongings. Several murders were committed in the execution of these robberies. On one occasion a man was shot in order that he might be relieved of the miserable sum of 60 cents.

Things reached such a pass that the gentry in one large village offered rewards for the capture of the ruffians, and even placed armed men along the road for the protection of those passing along. The gang, having carried on their depredations with impunity for several weeks, gathered many other smugglers, pirates, and robbers to them, and when they thought they were strong enough to tackle higher game they moved to the village of Sam Chan Tin, where they formed a regular camp.

They then went in for the more lucrative business of blackmailing—extorting large sums of money from rich traders. With the object of striking terror into the hearts of the community they marched a body of men across to Sha Wan, where they surrounded and surprised a handful of 80 Chinese "braves," whom they cut to pieces. After that success they demanded large sums from the pawnshops of Sam Chan and from the rich village of Pang Tin, on the borders of Tung-kun, but in both cases their demands were refused. They then moved north to Tung Koa, where they were more successful in extorting money. After that they had another success, ambushing a small body of Chinese troops at Fat Sz An.

They then proceeded further north, hoping to gain more adherents and made their camp in the vicinity of Puk Mong Pa. By this time their numbers had swollen to about 8,000, but probably only half of that number were fighting men, the rest being mostly coolies who, being members of the Triad Society, thought themselves bound to join their brethren. It is believed that some 200 or 300 Triad Society members from Hongkong joined the rebels.

At Sam Kok Pa the rebels had another successful engagement with the Chinese troops, whom they cleverly attacked in detail before they could concentrate. It was, however, an unfortunate fight for them, for the rebels, threatened by their presence joined with the Chinese doing which they were severely handled by the rebels. The treatment meted out by the rebels to the villagers of Sam Kok Pa roused the indignation of the general community, and the villagers of Sam To Onk and Wong Sha Yang turned out in large numbers and took up arms against the rebels. A bloody encounter ensued, in which the villagers lost, it is said, over 1,000 of their number, many of the villages being also burned down by the rebels. A strong body of troops coming up, the rebels were finally defeated and dispersed.

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BUSINESS DIRECTORY.

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Proofs read by Englishmen.

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DOCK No. 1 (at TATEGAMI).

Extreme Length... 523 feet.
Length on Blocks... 513 "

Width of Entrance on Top... 89 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 264 "

DOCK No. 2 (at MUKAJIMA).

Extreme Length... 371 feet.
Length on Blocks... 350 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

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PATENT SLIP (at KOSUGE).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the

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The COMPANY has a POWERFUL SAL-

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NOTICE. [1619]

NOTICE.

THE "BOA VISTA" HOTEL have been

appointed AGENTS for the Hongkong

Daily Press, Hongkong and Weekly Press, and the

Chronicle and Directory for China, Japan,

&c. at Macao, and they are authorized to

collect all accounts due to the Daily Press

Office on and after this date.

A. CUNNINGHAM,
Manager.

Hongkong, 4th October, 1900. [2537]

NOTICE OF REMOVAL.

THE Office of the

HONGKONG DAILY PRESS

CHUNG NGOI SAN PO.

CHRONICLE & DIRECTORY.

have this day been removed to

14, Des Voeux Road Central.

Entrances: East Lane, recently Messrs

Went & Co.'s Office, behind Messrs. Shewan

Tomes & Co.'s premises.

Hongkong 1st May, 1900.

SCIENTIFIC MISCELLANY.

NINETEENTH CENTURY BOTANY—ORIGIN OF
COAL—ANOTHER USE FOR A NEW SUBSTANCE
—LIFE-LIKE ACTIVITY OF MERCURY—ELECTRO-
LYTIC DRILLING—ANT-CITIES UNDER
OBSERVATION—CRITICAL PERIODS IN EARTH
EVOLUTION—COLLECTORS OF TREE SWEETES.

In the century now closing, according to
Prof. S. H. Vines, F.R.S., the number of
recognised living species of plants has increased
from the 10,000 of Linnaeus to 175,596, made up
of 105,231 flowering plants, 3,352 ferns and
mosses, 7,850 mosses and moss-like plants, and
59,263 fungi, lichens and algae. Prof. Saccardo
estimates that the number of species existing is
more than twice those yet known, or about
400,000. The growth in number of species
has not been due to the discovery of any essen-
tially new type of plants, and the only extension
of the bounds of the vegetable kingdom has
been through the annexation of groups formerly
assigned to zoology. The bacteria, discovered
200 years ago, form the most notable of such
groups, having been regarded as infusorian
animals until their affinity with the fungi was
recognized by Chou in 1853.

Important as is our coal, its formation is not
yet clearly understood. Considering the evi-
dence furnished by long study, Mr. A. C.
Seward, F.R.S., states that the microscope
shows ordinary coal to contain spores, frag-
ments of tissues, bacteria, and the ground sub-
stance of coal. The seams also include boulders
and coal-balls. From this he infers that the
seams are not the result of growth in one place,
nor of drifting, but of the accumulation of
vegetable debris derived chiefly from plants
growing on the surface near the edges of large
lakes and pools. The dead plants were carried
outward by gentle currents, sinking over the
entire water area.

Calcium carbide is suggested as a useful de-
oxidant in foundries. It is added to the metal
before pouring, and its effect is increased by
mixture with a metallic chloride. Aluminum
bronzes may be produced by gently heating a
mixture of aluminum and copper chloride in
contact with calcium carbide.

A serious fact for British stomachs is found
by Major P. G. Craige in the estimate that
the United Kingdom's consumption of meat
has risen from 100 pounds per head per annum
30 years ago to 132 pounds.

A curious property possessed by such living
forms as amoebae, bacteria and infusoria is
chemotaxis, or attraction or repulsion by various
chemical substances. It may be illustrated by
placing the end of a capillary tube of weak
potassium chlorate in a drop of water contain-
ing any of the organisms, which at once collect
at the mouth of the tube, and it doubtless serves
to keep the creatures near food supplies, and
appears to aid bacteria in such processes as
suppuration. Perfecting an experiment made
by Palkow in 1888, Prof. Julius Bernstein, of
Halle, has caused a drop of mercury to imitate,
in a very singular manner, the movements of
the living organisms. In a level-bottomed
vessel of dilute nitric acid he placed a small
mercury globe and laid a piece of bichromate
of potash at a little distance away. When the
circle of solution from the bichromate reached
the drop, the latter started directly toward the
crystal, reaching it in a few seconds. As the
crystal receded the drop followed, continually
changing its shape, and darting forth and with-
drawing long tentacles in exact imitation of the
movements of living amoebae. The motions of the
mercury are explained as a result of leaping of
surface tension on the side toward the chemical
action, the experiment confirming the theory
that chemotaxis in living forms, is due to this
same cause.

Electrolysis is ingeniously applied by Mr.
Cooper Coles to the drilling and slotting of
metals. A jet of an electrolyte—either dilute
sulphuric acid or a solution of common salt—is
caused to impinge upon the plate or other ob-
ject to be drilled; the latter forming the positive
pole of an electric circuit while the nozzle
from which the jet flows is the negative pole.
The plate is worn away where the jet impinges
upon it. It is found that the hole can be given
any desired shape by means of a rubber washer,
and a needle point at the negative pole serves
to collect the powder from the hole.

The artificial anti-hills made by M. C. Janet
for the Paris Exhibition are of porous pink
plaster covered with glass, and were modeled
from a natural hill. They show several species,
one with "slaves." Grating noises made by the
ants are thought by M. Janet to constitute a
kind of language, and the creatures, sense of
hearing seems acute.

A new department of the British Museum is
devoted to abnormally-formed animals, or
"sports."

However weak their foundation, guesses at
the age of the earth are always of absorbing
interest. In a British Association paper, Prof.
W. J. Sollas began geological history with the
planet in a molten state, rotating in 2 to 4 hours
about an axis inclined some 11 deg. or 12 deg.
to the ecliptic, and surrounded by a steam-
charged atmosphere of great depth exerting a
pressure of 5,000 pounds to the square inch.
The pressure of this dense atmosphere had im-

portant effect in the forming of the crust. At
this time Prof. Weichert has lately told us,
molten iron, with a density of 8.2, filled the
earth's centre, and was surrounded by an outer
envelope about 400 miles thick, consisting of
silicates, such as we are familiar with in ig-
neous rocks and meteorites, with a density of
3.2. In a great tidal wave at this critical
period, the moon was thrown off, taking 27
miles in depth of this outer envelope.
The earth probably solidified soon after this
tremendous convulsion; its temperature being
reduced to about 1170 deg. C., but still pre-
venting the liquefying of the atmosphere of
steam. With further cooling, the third critical
stage was reached. Steam was condensed, the
pressure being so great that condensation began
at 370 deg. C., water filled the hollows, and
the oceans were formed. Then the hot water, fresh
at first, acted chemically on the silicates, be-
coming more and more charged with various
salts, and the stratified rocks were deposited.
From varying data, geologists and mathema-
ticians have sought to fix the dates of certain
epochs in years. Prof. G. H. Darwin's mini-
mum estimate is that the moon was thrown off
56 millions of years ago; Lord Kelvin has placed
the solidifying of the earth's crust at 20 to 40
millions of years ago; Prof. J. Joly's maximum
estimate of the time since the oceans condensed
is 80 to 90 millions of years. These figures
differ widely, yet not more so than one should
expect.

Honey dew has been a subject of recent
investigations, which show it to be a sugary
substance obtained from the juice of the trees—
such as sycamore, ash and lime—on which it is
found. The statements that honey dew is some-
times produced by other insects than aphides
seems to be ill founded, as reports indicate that
the insects noticed are prisoners that have been
caught by the sticky honey dew.

MR. SPEIGHT LIGHTS HIS PIPE.

There lay Mr. Robert Speight's pipe on the
shelf, black and cold as an ancient Aztec altar.
He had not taken a pull on it for days; he
said he didn't enjoy it any more.

Now a man may have a row with a friend,
and the two meet without speaking for six
months, yet no harm done.

To throw off one's smoke, however, is a dif-
ferent thing; it is a bad sign. Our friend had
not repudiated tobacco on what is called "prin-
ciple"; he had not joined any of those societies,
you know—the sort that enjoy themselves by
making others miserable—and then give out
that the Millennium is close at hand. Not a
bit of that. He loved his fragrant old briar-
wood with undiminished devotion, but—well,
take the tale right from his own mouth—it
will hit a lot of us on the side of the head
where we most need a little sense knocked in.

"The whole matter," says Mr. Speight, in a
letter dated December 12th, 1899, "tots up
at this. I had been a chronic dyspeptic for
five years. My life was dismal as a rainstorm
that never lets up. I had such awful head-
aches I could hardly attend to business. I had
wretched nights, and days off the same piece.
My tongue was coated deep with fur; and the
taste in the mouth, especially in the morning,
was fit to sicken a Greenlander."

"Most of the time there was a dull, heavy
pain in the left side, and a feeling of tightness
across the chest, as though an iron band were
screwed around me. I was afraid to eat any-
thing solid because it gave me the sense of chok-
ing; and whenever I did eat pastry, or roast
or fried meat, I couldn't stand the feeling; it
gave me. I was obliged to make myself sick
with salt and water and get relief that way.
For months together I lived on slops.

"Thinking it might do me good I went
with some friends to the Isle of Man for a
holiday, but was glad to get back. Doctors
attended me, but their medicines all missed
the mark. I could no longer enjoy my pipe,
and this left me lonely as a wrecked sailor;
all smokers will understand that."

"When I had made up my mind I was
hooked to suffer to the end of my days, I first
read about the cure done by Mother Seigel's
Syrup. The first bottle gave me great relief,
and two more made a perfectly well man of me.
It is a pleasure now for me to work, and my
old pipe is once more in constant service. My
opinion of Mother Seigel's Syrup may be in-
ferred from what I have said. Nowadays I eat
and digest pastry and everything else that
comes my way."—Robert Speight, Draper, 2,
Richardshaw Lane, Pudsey, Yorks. [55]

TACK CHEONG LOONG.

NAVY & MILITARY TAILOR.

DRAPEY AND OUTFITTER.

Clothes made by hand; guaranteed
perfect fit. Hats, Shirts, Socks, Silk
Handkerchiefs, Boots, Shoes, &c. for Sale.
New and Fashionable Goods. Prices very
moderate.

No. 65, QUEEN'S ROAD CENTRAL.

Hongkong, 18th October, 1900. [2682]

NEWSPAPERS, MAGAZINES, &c.

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"GREATEST EFFICIENCY." PREPAID RATES, PER ANNUM. "LOWEST RATES."

| | £ s. d. | | £ s. d. |
|--|---------|------------------------------------|---------|
| Black and White and Xmas No. | 1 16 0 | Badminton Magazine | 0 13 10 |
| Daily Graphic (Weekly Part) | 2 4 3 | Baily's Magazine of Sports | 0 13 10 |
| Field | 1 15 7 | Blackwood's Magazine of Sports | 0 13 10 |
| Gentleman and Extra Nos. | 1 16 6 | Century Magazine | 0 18 0 |
| Graphic and Extra Nos. | 1 12 6 | Chambers's Journal | 0 9 7 |
| Illustrated London News and Extra Nos. | 1 12 6 | Contemporary or Fortnightly Review | 1 10 0 |
| Illustrated News and Extra Nos. | 1 15 0 | English Illustrated Magazine | 0 9 0 |
| Lady's Pictorial and Extra Nos. | 1 16 6 | Harmsworth's Magazine | 0 6 2 |
| Lancet | 1 13 2 | Harper's Magazine | 0 14 0 |
| Overland Mail | 1 18 1 | Nineteenth Century | 0 15 0 |
| Punch and Almanac | 0 17 4 | Pall Mall Magazine | 0 10 0 |
| Queen | 1 14 10 | Pearson's Magazine | 0 8 6 |
| Saturday Review | 1 9 1 | Review of Reviews | 0 9 2 |
| Sketch and Xmas No. | 1 19 2 | Strand Magazine | 0 5 0 |
| Sporting Times | 0 10 6 | Walden's Ladies' Journal | 0 8 8 |
| Truth or World | 0 12 7 | World Magazine | 0 8 8 |
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W. H. EVERETT & SON, SALISBURY SQUARE, LONDON, E.C.

(ESTABLISHED 1793). [2610]

PUT LOG CABIN
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W. BREWER & CO., AGENTS, HONGKONG. [2633-2]

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From the 1st December Next.

"INGLEWOOD."

A FIVE ROOMED HOUSE, with TENNIS
COURT.

Apply to—

HUMPHREYS ESTATE AND
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Hongkong, 31st October, 1900. [2545]

TO LET.

FROM the 1st October—FOUR ROOMS
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1st Floor No. 18, Des Voeux Road.

Apply to—

SEE WO.
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Hongkong, 19th September, 1900. [2454]

TO LET.

VESSELS ADVERTISED AS LOADING.

| DESTINATION | VESSEL'S NAME | FLAG & REG. | DEPART | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|---|------------------------|-------------|--------|------------------------|----------------------|-----------------------------|
| LONDON | BOMBAY | Brit. str. | — | G. W. Montford, R.N.R. | P. & O. S. N. Co. | To-day, at 10 P.M. |
| LONDON, &c., VIA PORTS OF CALL | CHUBAN | Brit. str. | — | C. D. Bennett, R.N.R. | P. & O. S. N. Co. | On 10th inst., at Noon. |
| LONDON VIA SUEZ CANAL | AGAMEMNON | Brit. str. | — | Nieh | BUTTERFIELD & SWIRE | On 10th inst., at Noon. |
| LONDON VIA SUEZ CANAL | TAJANUS | Brit. str. | — | Batt | BUTTERFIELD & SWIRE | On 27th inst. |
| LIVERPOOL DIRECT | KULN | Brit. str. | — | Gregory | BUTTERFIELD & SWIRE | On 17th inst. |
| BREMEN/HAMBURG VIA PORTS OF CALL | BAYERN | Ger. str. | — | H. Blocker | MELCHERS & CO. | On or about 3rd inst. |
| BREMEN/HAMBURG VIA PORTS OF CALL | SYDNEY | Ger. str. | — | Aubert | MELCHERS & CO. | On 14th inst., at Noon. |
| MARSHALLS, &c., VIA PORTS OF CALL | HAKATA MARU | Ger. str. | — | F. L. Sommer | MELCHERS & CO. | On 5th inst., at 1 P.M. |
| MARSHALLS, LONDON & ANTWERP, v. S'PORE, &c. | SARINIA | Ger. str. | — | Schlaefke | MELCHERS & CO. | On 10th inst., at Daylight. |
| HAYRE & HAMBURG | SUEVIA | Ger. str. | — | Forok | MELCHERS & CO. | On 22nd inst. |
| HAYRE & HAMBURG | ARAGONIA | Ger. str. | — | A. Wagner | MELCHERS & CO. | On or about 6th Dec. |
| HAYRE & HAMBURG | WITTENBERG | Ger. str. | — | Hempel | MELCHERS & CO. | On or about 20th Dec. |
| HAYRE & HAMBURG | HILLOLEN | Brit. str. | — | F. Golye | MELCHERS & CO. | On or about 20th inst. |
| NEW YORK VIA SUEZ CANAL | EMPEROR OF INDIA | Brit. str. | — | W. Wait | MELCHERS & CO. | On 25th inst. |
| VANCOUVER, VIA SHANGHAI & HONGKONG | BRAEMAR | Brit. str. | — | J. W. Ekstrand | MELCHERS & CO. | On 21st inst. |
| VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c. | RIOJUN MARU | Jap. str. | — | Kennedy | MELCHERS & CO. | On 10th inst. |
| VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c. | MONMOUTHSHIRE | Brit. str. | — | Nippon Yusen Kaisha | MELCHERS & CO. | On 24th inst., at 4 P.M. |
| PORTLAND, OREGON VIA SHANGHAI, &c. | CITY OF RIO DE JANEIRO | Brit. str. | — | Nippon Yusen Kaisha | MELCHERS & CO. | Quick despatch. |
| SAN FRANCISCO VIA AMOY, &c. | COTTO | Jap. str. | — | Pacific Mail S. S. Co. | MELCHERS & CO. | On 17th inst., at Noon. |
| SAN FRANCISCO VIA AMOY, &c. | AMERICA MARU | Jap. str. | — | O. & S. S. Co. | MELCHERS & CO. | On 24th inst., at Noon. |
| SAN FRANCISCO VIA AMOY, &c. | CARLEISLE CITY | Jap. str. | — | TOYO KISEN KAISHA | MELCHERS & CO. | On 30th inst. |
| AUSTRALIAN PORTS | CHANGSHA | Brit. str. | — | T. Moore | MELCHERS & CO. | On 15th inst., at 4 P.M. |
| AUSTRALIAN PORTS | KASUGA MARU | Jap. str. | — | Ellis | MELCHERS & CO. | On 23rd inst., at 4 P.M. |
| AUSTRALIAN PORTS | CHINGTU | Brit. str. | — | E. W. Haswell | MELCHERS & CO. | On 10th inst. |
| YOKOHAMA & KOBE | GLANARTNEY | Brit. str. | — | Williams | MELCHERS & CO. | On 6th inst. |
| KOBE & YOKOHAMA | KAMAKURA MARU | Jap. str. | — | Warner | MELCHERS & CO. | On 8th inst., at Daylight. |
| KOBE & YOKOHAMA | DAPHNE | Ger. str. | — | H. Peterson | MELCHERS & CO. | To-morrow, at 5 P.M. |
| NAGASAKI & WILADIVOSTOK | GLAMORGANSHIRE | Brit. str. | — | Nissen | MELCHERS & CO. | To-morrow, at 4 P.M. |
| NAGASAKI, KOBE & YOKOHAMA | HIROSHIMA MARU | Jap. str. | — | S. Yoshizawa | MELCHERS & CO. | On 4th inst., at Daylight. |
| MOJI, KOBE & YOKOHAMA | SOBRON | Ger. str. | — | Poydenot | MELCHERS & CO. | On or about 4th inst. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | STUTTGART | Jap. str. | — | L. M. Wilmor | MELCHERS & CO. | Quick despatch. |
| SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA | TAMBU MARU | Jap. str. | — | P. Grosch | MELCHERS & CO. | On 4th inst., at Daylight. |
| SWATOW, AMOY & TAMSUI | ALASHI MARU | Jap. str. | — | K. Hasegawa | MELCHERS & CO. | On 3rd inst. |
| FOOCHOW VIA SWATOW & AMOY | SHANTUNG | Brit. str. | — | K. Suzuki | MELCHERS & CO. | On 3rd inst. |
| AMOY, SINGAPORE, SAMARANG & SOURABAYA | LOONGSANG | Brit. str. | — | Weigall | MELCHERS & CO. | To-day, at 4 P.M. |
| MANILA | ESMERALDA | Brit. str. | — | Geo. T. Blackland | MELCHERS & CO. | To-day, at 5 P.M. |
| MANILA VIA AMOY | SUNGKIANG | Brit. str. | — | Moore | MELCHERS & CO. | On 8th inst. |
| MANILA | CHANGSHA | Brit. str. | — | T. Moore | MELCHERS & CO. | On 9th inst., at 4 P.M. |
| SINGAPORE, PENANG & BOMBAY | BISAGNO | Ital. str. | — | Magnanoli | MELCHERS & CO. | On 10th inst., at Noon. |
| BOMBAY, VIA SINGAPORE & COLOMBO | KAGOSHIMA MARU | Jap. str. | — | R. Numano | MELCHERS & CO. | On 14th inst., at Noon. |

SHIPPING.

ARRIVALS.
 Nov. 1, Amigo, German str., 711, J. Bondixen, Bangkok 24th October, Rice.—JENSEN & Co.
 Nov. 1, FUSHUN, British steamer, 1500, Lunt, Canton 31st October, General.—CHINESE.
 Nov. 1, TAKSANG, British steamer, 977, Kent, Canton 31st October, General.—JARDINE, MATHESON & Co.
 Nov. 1, HIROSHIMA MARU, Japanese str., 2,035, S. Yoshizawa, Singapore 21st October, General.—NIPPON YUSEN KAISHA.
 Nov. 1, EMERALDA, British str., 966, G. T. Blairland, Manila 29th October, General.—SHEWAN, TOMES & CO.
 Nov. 1, BOMBAY, British str., 2,047, G. M. Montford, R.N.R., Foochow 30th October, General.—P. & O. S. N. Co.
 Nov. 1, TAIBANG, British str., 1,544, S. Wilde, Shanghai 28th October, General.—JARDINE, MATHESON & Co.
 Nov. 1, CHUNSHAN, British str., 1,418, L. Muir, Java 21st October, Sugar.—JARDINE, MATHESON & Co.
 Nov. 1, TAMBU MARU, Japanese str., 1,039, Hasegawa, Tamsui 28th October, and Swatow 31st, General.—M. B. KAISHA.
 Nov. 1, STUTTGART, German steamer, 3,199, P. Grosch, Bremen and Singapore 28th Oct., Mail and General.—MELCHERS & CO.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 1st NOVEMBER.
 Shantung, German str., for Chofoo.
 Feiching, British str., for Haiphong.
 Kue, French str., for Quang chow-van.
 Wilhelmina, British str., for Weihaiwei.
 Tamsui, British str., for Swatow.
 Pausang, British str., for Singapore.
 Tamsui, Amr. str., for Shanghai.
 Ariake Maru, Jap. str., for Katsushima.
 Triton, German str., for Saigon.
 Progress, German str., for Tonkin.
 Lyneoon, German str., for Canton.

DEPARTURES.

Oct. 31, NOVEMBER, British trpt., for Calcutta.
 Nov. 1, TAKSANG, British str., for Swatow.
 Nov. 1, VOLUTE, British str., for Shanghai.
 Nov. 1, FAUSANG, British str., for Singapore.
 Nov. 1, ARIAKE MARU, Jap. str., for Katsushima.
 Nov. 1, TAIBANG, Amr. str., for Shanghai.
 Nov. 1, TRITON, German str., for Saigon.
 Nov. 1, PROGRESS, German str., for Tonkin.
 Nov. 1, LYNEOON, German str., for Canton.
 Nov. 1, MOMBASSA, British trpt., for Bombay.

VESSELS IN DOCK.

ABERDEEN DOCKS.—Toppallant.
 KWOLOON DOCKS.—U.S.S. Monterey, Don Juan de Austria, Admistror, Chingta, Belgian King, H.M.S. Janus, Hongkang, St. Andrew, Cosmopolitan Dock.—Standfield, Changsha.

SHIPPING REPORTS.

The British steamer *Esmeralda*, from Manila 29th Oct., had fresh N.E. monsoon, fine weather and smooth sea.
 The British steamer *Tamsui*, from Shanghai 28th Oct. and Swatow 31st, had light variable winds and fine weather to Swatow. From Swatow to port fresh N.E. winds and cloudy, sea rather rough.

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG."

Captain Weigall, will be despatched as above TO-DAY, the 2nd November, at 5 P.M.

This steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 30th October, 1900. [2770]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"ESMERALDA."

Captain Geo. T. Blackland, will be despatched as above TO-DAY, the 2nd inst., at 5 P.M.

This steamer has superior accommodation for Passengers and is fitted with the Electric Light.

A doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 1st November, 1900. [2784]

VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"STUTTGART"

OF THE NORDDEUTSCHER LLOYD.

Captain P. Grosch, due here with the outward German Mail about the 2nd November, will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For Further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 30th October, 1900. [8]

SHIRE LINE.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"GLAMORGANSHIRE."

Captain Davies, will be despatched for the above ports TO-MORROW, the 3rd November, at 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 31st October, 1900. [2783]

FOR NAGASAKI AND WLADIVOSTOK.

THE German Steamship

"DAPHNE."

Captain Nissen, will be despatched for the above ports TO-MORROW, the 3rd November, at 5 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 23rd October, 1900. [2723]

CHINA NAVIGATION COMPANY, LIMITED.

FOR AMOY, SINGAPORE, SAMARANG AND SOURABAYA.

THE Company's Steamship

"SHANTUNG."

Captain Quail, will be despatched as above on SATURDAY, the 3rd November.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th October, 1900. [2647]

NORDDEUTSCHER LLOYD.

FOR BREMEN/HAMBURG VIA PORTS OF CALL.

THE Company's Steamship

"KOLN."

Captain H. Langreuter, will be ready to load as above on or about SATURDAY, the 3rd November.

For Freight, apply to MELCHERS & CO., Agents.

Hongkong, 31st October, 1900. [2781]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"TAMU MALU."

Captain K. Hasegawa, will be despatched for the above ports on SUNDAY, the 4th November, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 29th October, 1900. [15]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ANNAM."

Captain Poydenot, will be despatched for the above ports on or about SUNDAY, the 4th November.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 30th October, 1900. [2]

HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|-----------------|--|---------------------------------------|
| SARINIA | HAYRE & HAMBURG | On 5th November. Freight and Passage. |
| Capt. Schlaefke | (London with transshipment in Hamburg) | |
| SUEVIA | HAYRE, BREMEN, HAMBURG | About 22nd November. Freight. |
| Capt. Forek | (London with transshipment in Hamburg) | |
| AMBRIA | HAYRE & HAMBURG | About 6th December. Freight. |
| Capt. A. Wagner | (London with transshipment in Hamburg) | |
| ARAGONIA | HAYRE & HAMBURG | About 20th December. Freight. |
| Capt. Jansen | (London with transshipment in Hamburg) | |
| WITTENBERG | HAYRE & HAMBURG | About 30th December. Freight. |
| Capt. Hempel | (London with transshipment in Hamburg) | |

* This steamer has superior accommodation for Passengers and carries a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & CO.,

AGENTS.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 11th October, 1900. [13]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA

AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

"EMPEROR OF INDIA".....Comdr. O. P. Marshall, R.N.R.....WEDNESDAY, 21st Nov., 1900

"EMPEROR OF JAPAN".....Comdr. H. Fybus, R.N.R.....WEDNESDAY, 19th Dec., 1900

"EMPEROR OF CHINA".....Comdr. R. Archibald, R.N.R.....WEDNESDAY, 16th Jan., 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS

FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Peddar Street.

Hongkong, 25th October, 1900. [9]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR

STEAMERS TO SAIL ON

REMARKS.

LONDON.....{BOMBAY.....} 3rd Nov., at 10 P.M. Freight or Passage.

LONDON, &c.....{CHUSAN.....} Noon, 10th Nov. See Special Advertisement.

SHANGHAI.....{SARINIA.....} About 10th Nov. Freight or Passage.

SHANGHAI.....{L. M. Wilmor, R.N.R.} Nov. Freight or Passage.

For Further Particulars, apply to

A. M. MARSHALL,

Acting Superintendent.

Hongkong, 29th October, 1900. [1]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ,

PORT SAID, NAPLES, GENOA, ANTWERP,

BREMER/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS. | WEDNESDAY | SAILING DATES. |
|-----------------------------------|-----------|----------------------|
| BAYERN | WEDNESDAY | 14th November. |
| STUTTGART | WEDNESDAY | 28th November. |
| KONIG ALBERT | WEDNESDAY | 12th December. |
| PRINZ HEINRICH | WEDNESDAY | 26th December. |
| PRINZESS IRENE | WEDNESDAY | 9th January, 1901. |
| PREUSSEN | WEDNESDAY | 23rd January, 1901. |
| HAMBURG (Hamburg-Amerika Linie) | WEDNESDAY | 6th February, 1901. |
| SACHSEN | WEDNESDAY | 20th February, 1901. |
| KLAUSCHOU (Hamburg-Amerika Linie) | WEDNESDAY | 6th March, 1901. |

ON WEDNESDAY, the 14th day of November, 1900, at Noon, the Steamship "BAYERN," of the NORDDEUTSCHER LLOYD, Captain H. Blocker, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 12th November. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 13th November, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 13th November.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.

Linon can be washed on board.

NORD

VESSELS ON THE BERTH

**EASTERN AND AUSTRALIAN STEAM
SHIP COMPANY, LIMITED.**

FOR SYDNEY AND MELBOURNE.

THE Steamship
"EASTERN,"
Captain Ellis, will be despatched for the above
ports on **THURSDAY**, the 15th November,
at 4 o'clock.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Cham-

ber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamer of the China Navigation Company.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 29th October. 1900. [2769]
TOYO KISEN KAISHA.
 TO SAN FRANCISCO VIA INLAND SEA
 OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

| | |
|--|--------------------------------------|
| AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yo- kohama, and Honolulu) | SATURDAY, Nov. 24, 1900, at NOON. |
| HONGKONG MARU (via Shanghai, Nagasaki, Yokohama, Inland Sea, Y. | |
| | TUESDAY, Dec. 18, 1900, at NOON. |

Kobe, Inland Sea, Yokohama, and Honolulu } 1900, at Noon.
NIPPON MARU (via }
Shanghai, Nagasaki, }
Kobe, Inland Sea, Yo- } SATURDAY, Jan. 12,
kohama, and Honolulu } 1901, at Noon.

THE Twin-Screw Steamship
"AMERICA MARU"
will be dispatched for SAN FRANCISCO
VIA SHANGHAI, NAGASAKI, KOBE.

INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 24th November, 1890, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA of JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OYERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports.

Freight will be received on board until 4 P.M.

the day previous to sailing. Parcel Packages will be received at the Office until 6 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company.

Queen's Building: J. S. VAN BUREN,
Agent.
Hongkong, 1st November. 1900. [5]

HONGKONG.
STEAMERS.
Amigo, German str., 771, Bendixen, Nov. 1,
Jensen & Co

Belgian King, British str., 1,459, Weiss, Oct. 20,
Butterfield & Swire
Bombay, British str., 2,947, Montford, Nov. 1,
P. & O. S. N. Co.
Changsha, British str., 1,463, Moore, Oct. 22,
Butterfield & Swire
Chingtu, British str., 2,360, Williams, Oct. 17,
Butterfield & Swire
Chowat, German str., 1,115, Morris, Oct. 30,
Butterfield & Swire
Chunshang, British str., 1,418, Muir, Nov. 1,

Jardine, Matheson & Co
Diomed, British str., 3,005, Goodwin, Oct. 20,
Butterfield & Swire
Empress of India, British str., 3,003, Marshall,
Oct. 30, C. P. E. Co
Esmeralda, British str., 966, Blackland, Nov. 1

Shewan, Tomes & Co
Feiching, British str., 989, Gordon, Oct. 31
Jebson & Co
Fushun, British steamer, 1,500, Lunt, Oct. 27
Chinese
Glamorganshire, British str., 2,828, Davies, Oct.
30, Shewan, Tomes & Co
Holler, European steamer 377, Mackay, Oct. 31

Shewan, Tomes & Co
Feiching, British str., 989, Gordon, Oct. 31
Jebson & Co
Fushun, British steamer, 1,500, Lunt, Oct. 27
Chinese
Glamorganshire, British str., 2,828, Davies, Oct.
30, Shewan, Tomes & Co
Holler, European steamer 377, Mackay, Oct. 31

A. R. Marty
Kyoto Maru, Jap. str., 1,860, Sakurai, Oct. 28.
B. M. Knisha
Leongsang, British str., 1,080, Weigall, Oct. 27.
Jardine, Matheson & Co.

Monela, British str. 3,009, Towell, Oct. 30
Butterfield & Swire
 Milos, German str. 1,500, Hermann, Oct. 30
East Asiatic Trading Co
 Monmouthshire, Brit. str. 1,371, Kennedy, Oct. 30
16. Doolwell & Co., Limited
 Saeki Maru, Jap. str. 3,787, Townsend, Oct. 30
31. Nippon Yusen Kaisha

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1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

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